

Madison Avenue Form District

Advisory Committee Meeting #2
September 25, 2007



City of Covington
NKAPC



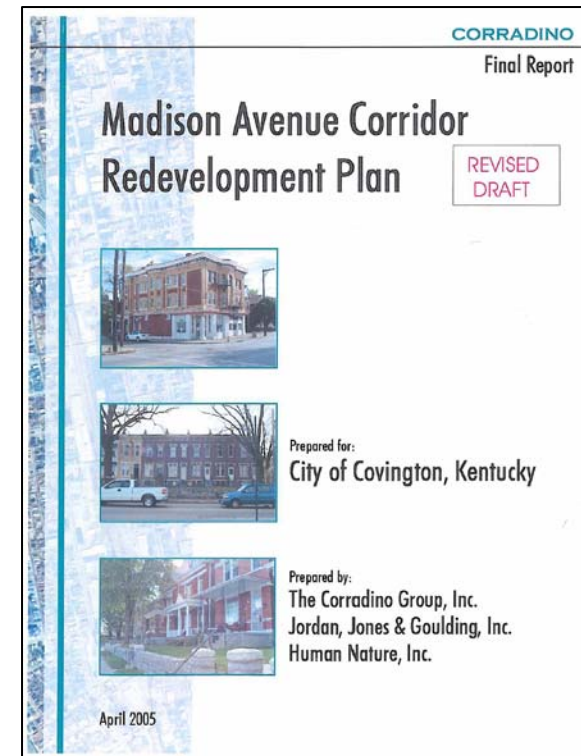
Agenda



- Introductions
- Redevelopment Plan – Summary
 - Q&A
- Streetscape alternatives for south section
 - TANK issue
- Next steps
 - Visual preference survey
 - Next meeting

Redevelopment Plan - Summary

- ❑ Introduction
- ❑ Existing Conditions
- ❑ Redevelopment Concepts
- ❑ Transportation Concepts
- ❑ Implementation



Introduction – Purpose of the plan

- ❑ Improve economic conditions by making the corridor more attractive for business and an environment friendly to development
- ❑ Improve residential opportunities
- ❑ Build upon its strengths – Cathedral, churches, historic housing stock
- ❑ Provide transportation improvements to increase safety, improve pedestrian connectivity and a greater focus on public transportation
- ❑ Allow for continued public participation in the development of the corridor.

Compliance with KRS 99.330

- ❑ Redevelopment:

May include acquisition or assemblage of real property, demolition and clearance of structures, rehabilitation of structures, redevelopment/adaptive reuse of properties, new construction of properties, historic preservation, and installation of public improvements.

- ❑ Public participation – 3 public meetings, 3 Steering Committee meetings

Demographics

- Approx 6,500 pop within census tracts which surround the corridor
- 24% under 18 yrs, 9% over 65 yrs.
- Unemployment rate 9.5% - higher than city, county or state
- 15% vacancy rate - higher than city, county or state
- 62% rental occupancy
- More households with no vehicles avail.

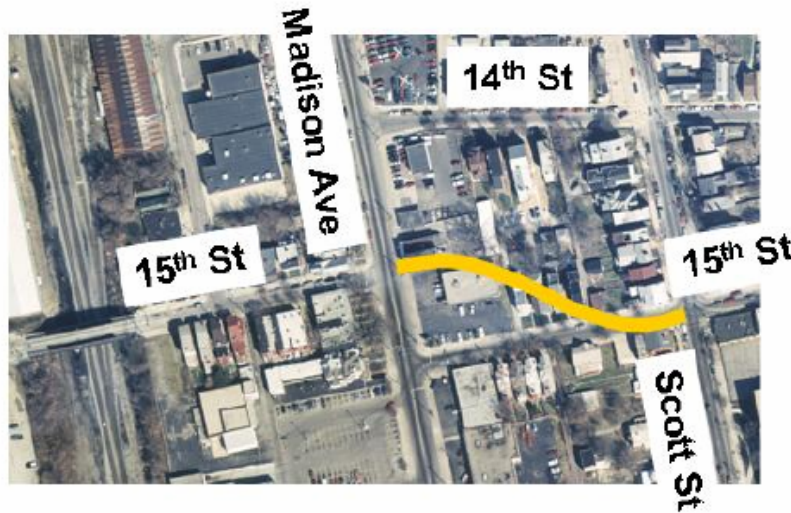
Transportation issues

- ❑ Redirecting traffic from Scott and Greenup to Madison Avenue and reverting existing one-way pair to function as neighborhood streets.
- ❑ Insufficient parking available for residents.
- ❑ License plate survey found that nearly 50% of all motorists are driving through and not stopping on Madison Ave.
- ❑ High occurrence of vehicle crashes over a 3 yr period

Transportation issues – con't

❑ Improve east-west connectivity between Madison Ave and adjacent neighborhoods

- Realignment of 15th Street into one intersection
- Connection of 19th Street from Madison Avenue to Scott Street



Building and Structural Conditions

Category	# of properties	% of Total
Adequate	71	36%
Minor violation	18	9%
Major violation	66	34%
No information	40	21%
Total	195	100%

Redevelopment concepts

- ❑ Corridor is a transition area between intense urban downtown and less dense, suburban (strip type) development
- ❑ Plan proposed to build on the strengths of the corridor and feature a mix of uses that function and compliment eachother.
- ❑ Adjacent neighborhoods provide the density that could support a vital, thriving street and place.
- ❑ Attract professionals seeking to live near work and enjoy urban amenities.

Redevelopment concepts – con't

- Cathedral Basilica – a major attraction

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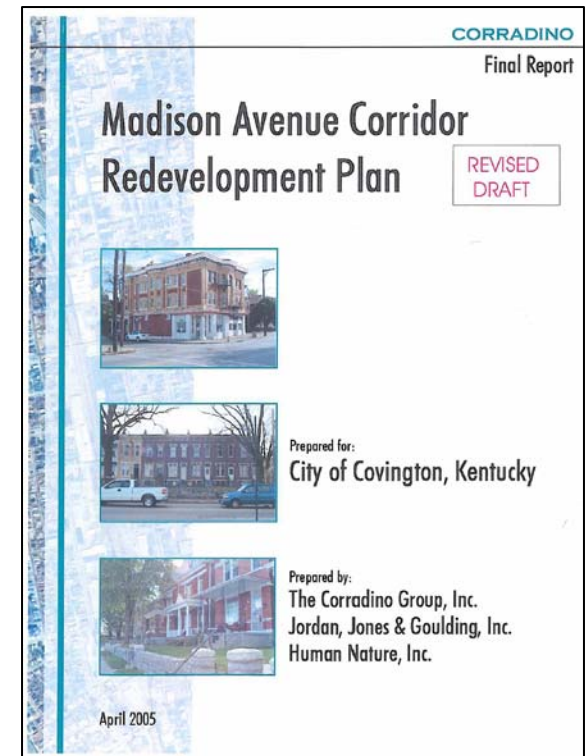
- Variety of other uses and steady volume of traffic passing through

BUT

- Corridor lacks businesses, restaurants, shops, etc that draw people + a theme and cohesiveness to make the corridor a destination in the city

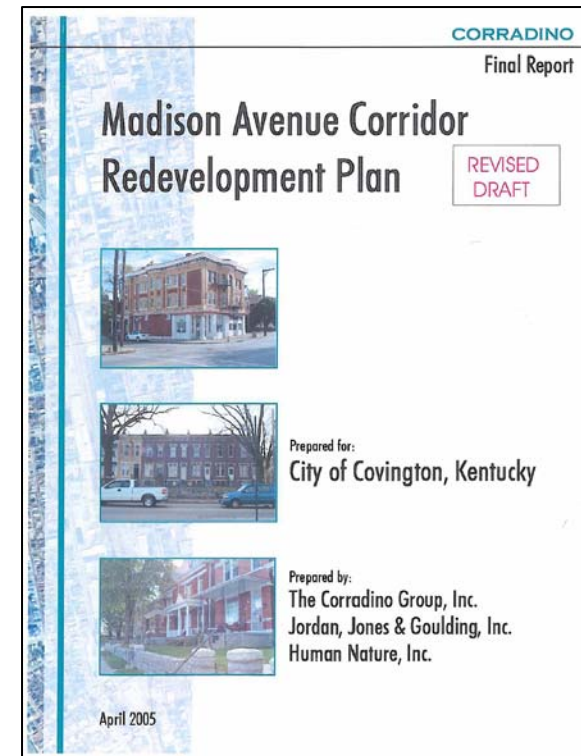
Redevelopment Plan - Action Steps

- ❑ Place buildings close to the street
- ❑ Mixed uses with retail on the ground floor and office or residential above
- ❑ Ensure adequate supply of on and off-street parking (to the side or rear)
- ❑ Sidewalks and streetscape elements consistent with the City's Book of Streetscape Standards, specialty paving where appropriate to add visual interest



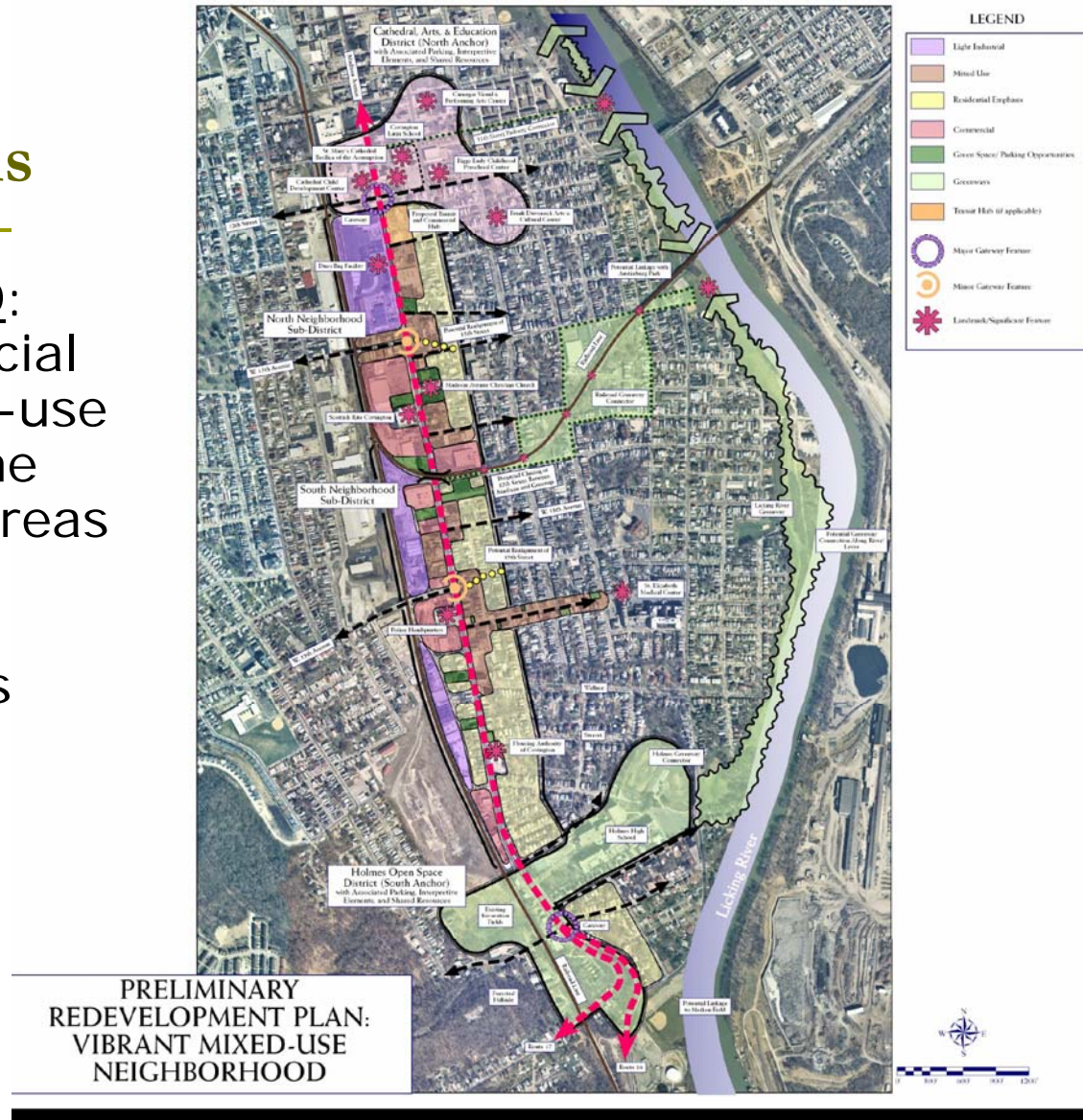
Redevelopment Plan - Action Steps

- ❑ On-street parking where viable and scattered “green” parking areas along the corridor
- ❑ Street furniture, trash bins, landscaping which are distinctive and consistent and provide a pleasing pedestrian experience
- ❑ Take into account the relationship of the design with public transit service
- ❑ Public parks, squares and buildings and religious places as cultural gathering places

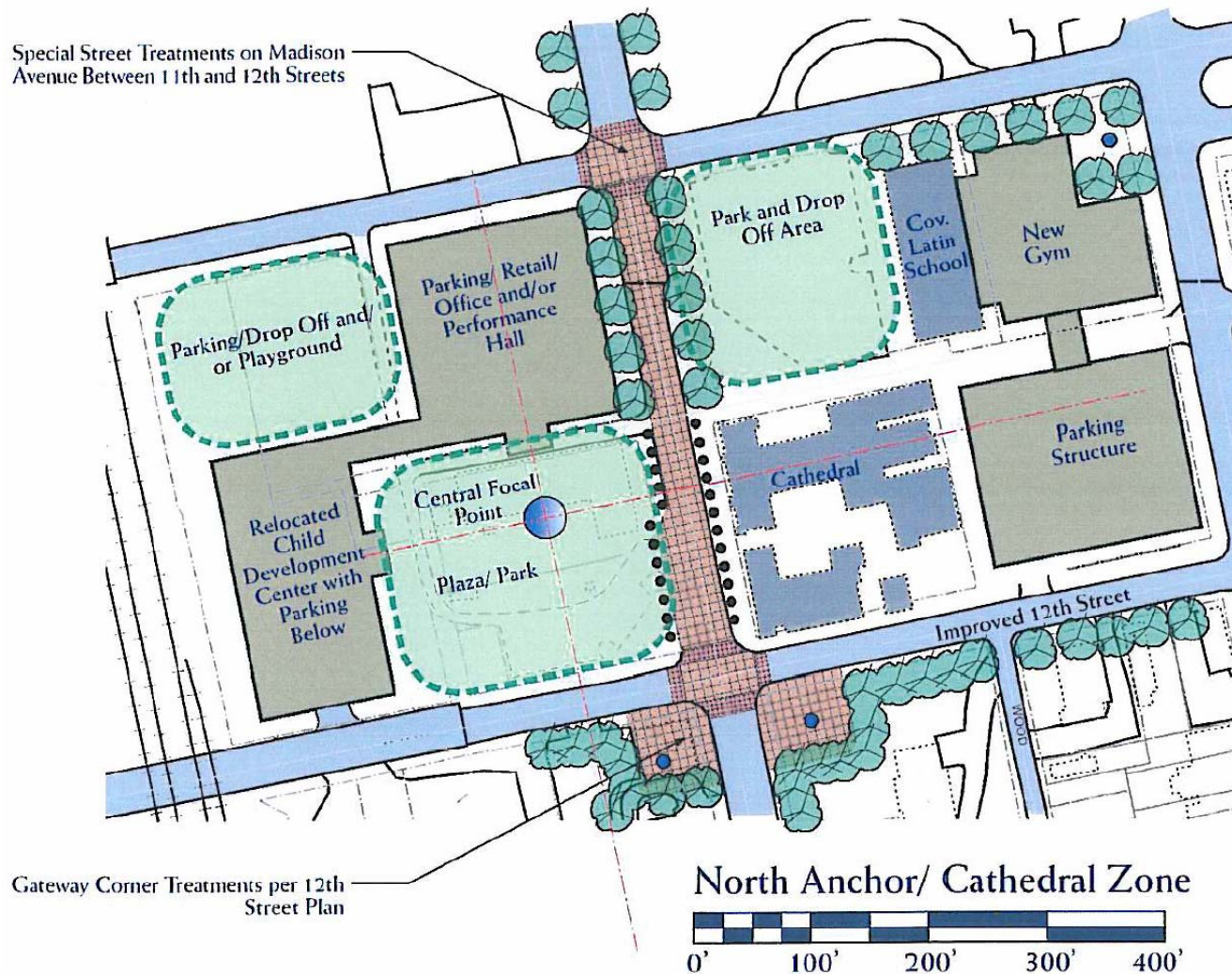


Land Use Recommendations

- Preferred Concept D: Integrated Commercial Districts with mixed-use redevelopment of the corridor, including areas w/ light industrial, commercial and residential emphasis

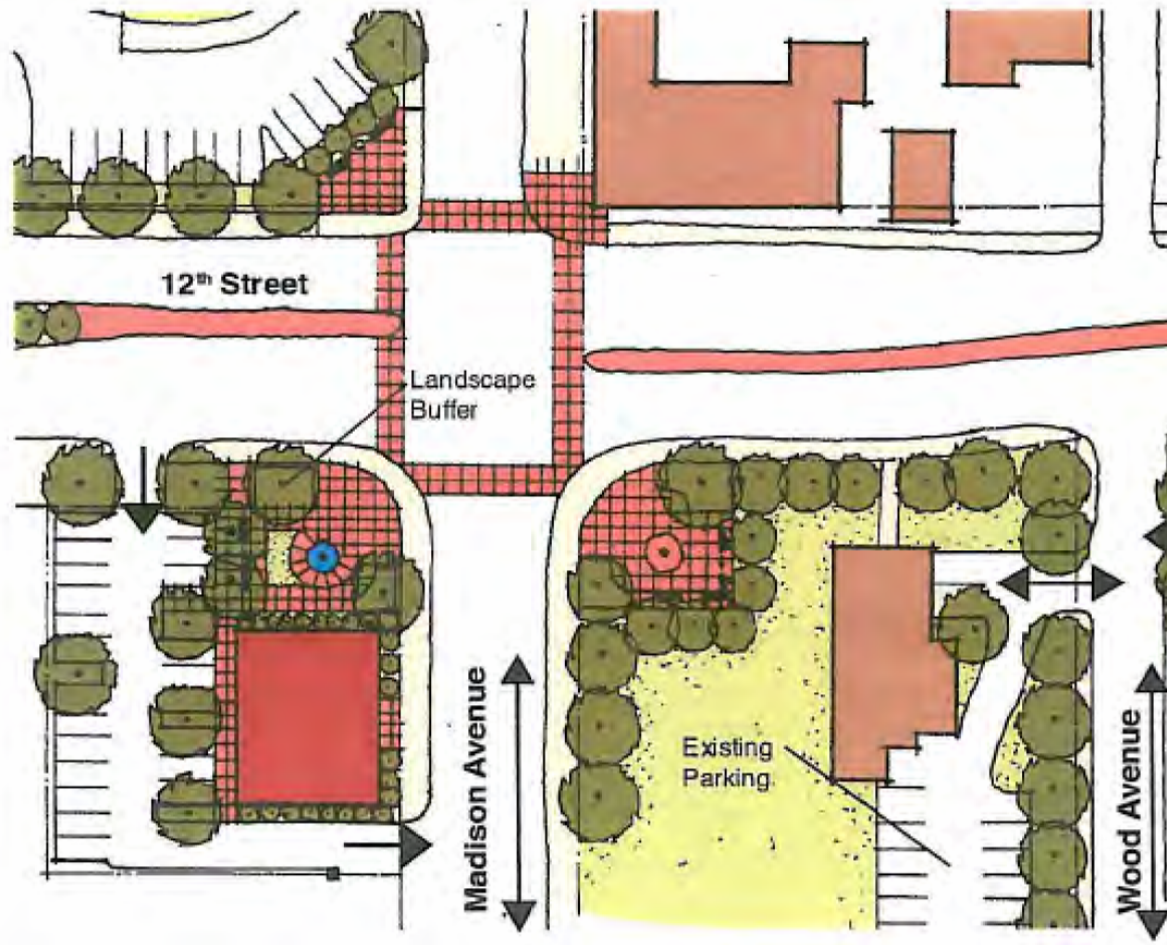


Cathedral “North Gateway”

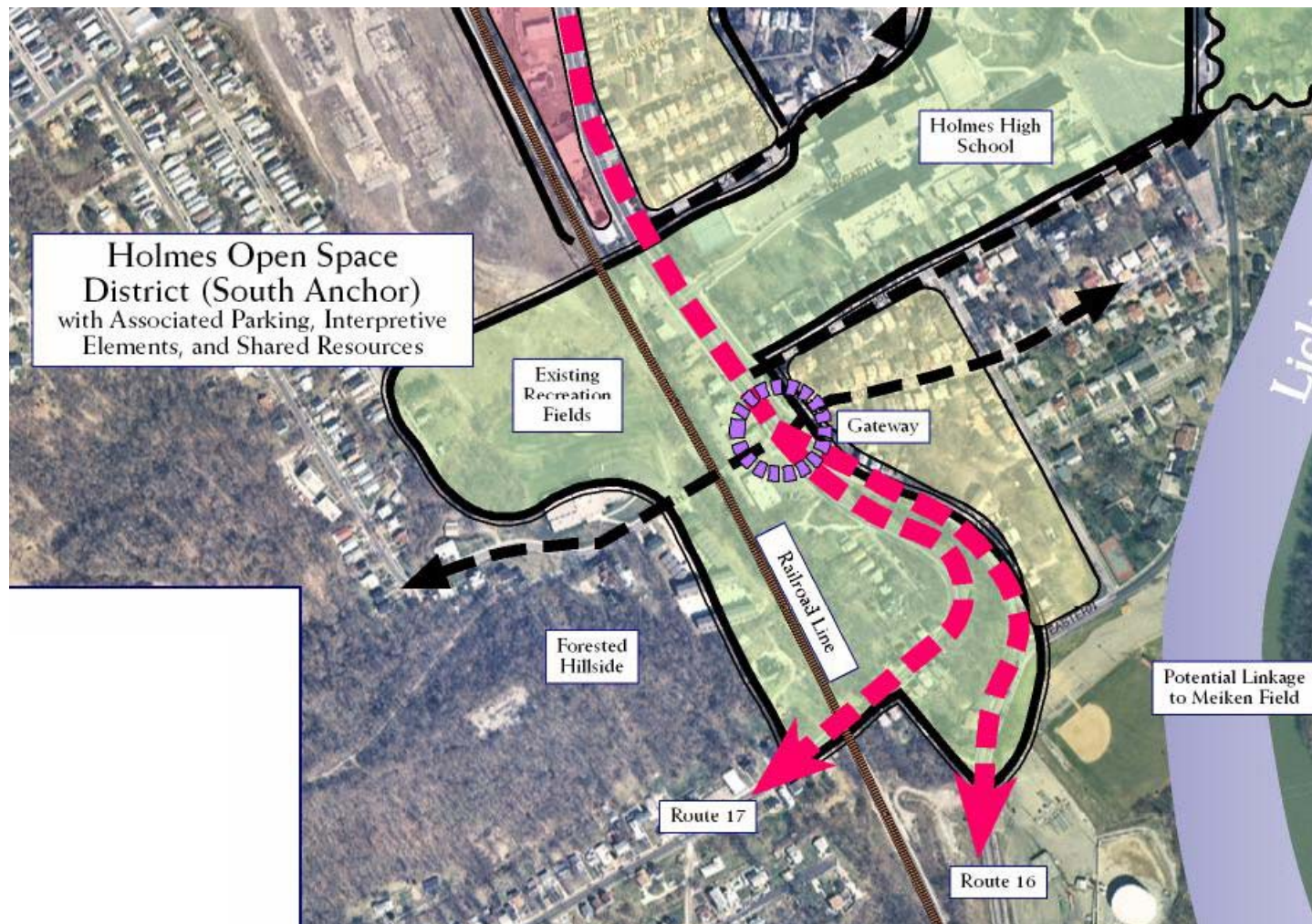


Cathedral “North Gateway”

Exhibit: 12th Street Corridor Redevelopment Plan (at Madison Avenue)



Holmes Campus – “South Gateway”

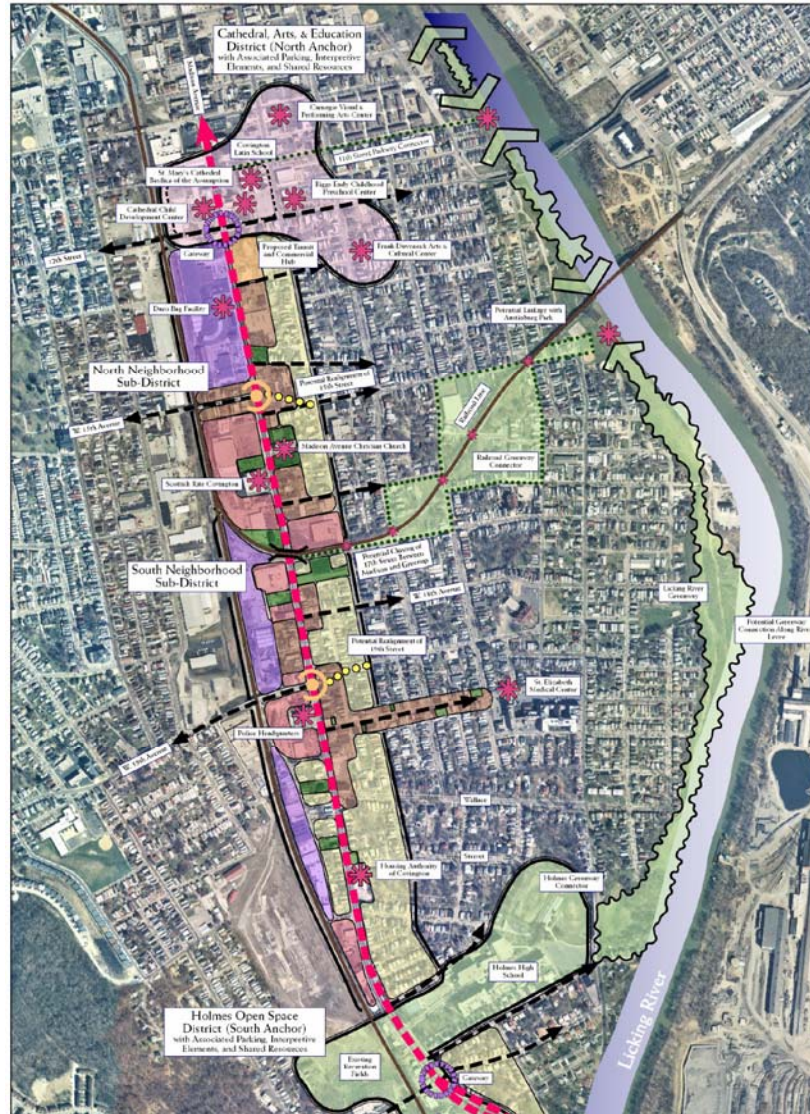


TANK Service/SuperStop

- ❑ A clean, attractive and permanent shelter/waiting area
- ❑ Seating
- ❑ Trash receptacle
- ❑ Improved signage
- ❑ Improved passenger information (maps, schedules, contact information, etc.)
- ❑ Lighting (if not currently available on-street)



Age Group	Percentage
18-24	10%
25-34	20%
35-44	30%
45-54	25%
55-64	15%
65-74	10%
75-84	5%
85+	5%



Implementation

- Property acquisition (public or private)
 - Phase I
 - Phase II
- Design Overlay Zone
- Identify opportunities for additional mid-block parking on landscaped lots
- Streetscape improvements

Implementation

- ❑ Property acquisition (public or private)
 - Phase I
 - Phase II
- ❑ Design Overlay Zone
- ❑ **Identify opportunities for additional mid-block parking on landscaped lots**
- ❑ **Streetscape improvements**

Transportation Issues

- ❑ High Levels of Pedestrian Activity in front of Holmes H.S. and 25th St. Bus Stop
- ❑ Bus Blockages on Madison Ave.
- ❑ Access to adjacent properties via alleys
- ❑ Narrow Roadway at Curve north of 25th St.
- ❑ 3-lane 4-Lane cross section south of 19th Street

South Cross Section



Traffic Operations

<i>Traffic Operation Analysis</i>				
Intersection	4-Lane Alternative		3-Lane Alternative	
	<i>LOS</i>	<i>Delay (sec)</i>	<i>LOS</i>	<i>Delay (sec)</i>
19th St. at Madison Ave.	A (A)	5.7 (6.0)	A (B)	7.1 (11.6)
20th St. at Madison Ave.	A (C)	5.7 (23.1)	A (C)	9.4 (26.7)
Wallace Ave. at Madison Ave.	A (A)	1.3 (2.6)	A (A)	3.6 (3.5)
25th St. at Madison Ave.	A (A)	0.8 (0.9)	A (A)	2.8 (7.8)
26th St. at KY 16 / KY 17	C (B)	21.3 (19.7)	D (C)	50.8 (26.0)
<i>Notes: XX (YY) = AM Peak (PM Peak)</i>				

On-Street Parking

<i>Madison Avenue On-Street Parking (Spaces)</i>				
Block	4-Lane Alternative		3-Lane Alternative	
	<i>West Side</i>	<i>East Side</i>	<i>West Side</i>	<i>East Side</i>
19th St. to 20th St.	--	8 spaces	--	8 spaces
20th St. to Wallace Ave.	10 spaces	10 spaces	--	10 spaces
Wallace Ave. to Sterret Ave.	20 spaces	20 spaces	--	20 spaces
Sterret Ave. to 24th St.	11 spaces	11 spaces	--	11 spaces
24th St. to 25th Street	--	--	--	19 spaces
Total	90 spaces		68 spaces	